MOONEY INTERNATIONAL CORPORATION
165 Al Mooney Road
KERRVILLE, TEXAS 78028

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT

STC No. SA02193CH

FOR MOONEY M20R, M20S & M20U

Manual Number - 003700( ) M20S
Manual Number - 003600( ) - M20R
Manual Number - 003800( ) - M20R
Manual Number - 003810( ) - M20R
Manual Number - 003820( ) - M20U

MODEL ______________________________________________________________
REG. NO. ______________________________________________________________
SERIAL NO. ____________________________________________________________

This supplement must be attached to the FAA approved Flight Manual when the airplane is modified for increased BHP (310 BHP) and by the installation of a Hartzell PHC-J3YF-1RF/F7693DF(B)-2 propeller and A-2295-10(P) spinner in accordance with STC SA2193CH or Mooney International Corporation Drawing 600534.

The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this supplement, consult the FAA approved Airplane Flight Manual.

DATE: 11/14/2017

Manager, Southwest Flight Test Section, AIR-713
Federal Aviation Administration
Fort Worth, TX
# LOG OF REVISIONS

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**NOTE:**
All changes are indicated by a black vertical line along the left margin.

**WARNING**
USE OF THIS STC IS SUBJECT TO FEDERAL LAW 104-264 110 STAT.3256, SECTION 403. FEDERAL LAW PROHIBITS USE OF THE CONTENTS OF THIS STC WITHOUT PERMISSION OR LICENSE FROM THE OWNER MIDWEST MODIFICATIONS LLC.
## TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>SECTION</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>I  GENERAL</td>
<td>4</td>
</tr>
<tr>
<td>II LIMITATIONS</td>
<td>5</td>
</tr>
<tr>
<td>III EMERGENCY PROCEDURES</td>
<td>6</td>
</tr>
<tr>
<td>IV NORMAL PROCEDURES</td>
<td>6</td>
</tr>
<tr>
<td>V  PERFORMANCE</td>
<td>6</td>
</tr>
<tr>
<td>VI WEIGHT AND BALANCE</td>
<td>8</td>
</tr>
<tr>
<td>VII AIRPLANE AND SYSTEMS DESCRIPTIONS</td>
<td>8</td>
</tr>
<tr>
<td>VIII SERVICING AND HANDLING</td>
<td>8</td>
</tr>
<tr>
<td>IX SUPPLEMENTAL DATA</td>
<td>8</td>
</tr>
<tr>
<td>X  SAFETY TIPS</td>
<td>8</td>
</tr>
</tbody>
</table>
SECTION I – GENERAL

DESCRIPTIVE DATA

ENGINE

Number ........................................................................ 1
Manufacturer ................................................................. Continental Motors Incorporated
Model Number ............................................................. IO-550-G modified per STCSE02930AT
Optional Engine ............................................................ IO-550-N
Number of Cylinders ..................................................... 6
Displacement ................................................................. 550 Cu. In. (9014 cc)
Maximum Continuous Power ......................................... 310 BHP
Maximum Continuous RPM .......................................... 2700
Maximum Recommended Cruise Power / RPM ............... 262 BHP / 2550 RPM

FUEL SYSTEM

Type ................................................................. Fuel Injection
Make ................................................................. CMI
Fuel - Aviation Grade Gasoline ....................................... 100 Octane / 100LL
Total Capacity .......................................................... 95 U.S. Gal. (359.6 Liters)
Usable ................................................................. 89 U.S. Gal. (336.9 Liters)

ENGINE OIL

Oil Specification .......................................................... MHS-24( )
and as approved by CMI. Reference Engine Maintenance & Operators Manual

All Temperatures ......................................................... 15W50 or 20W50
  Above 30°F (-1°C) .................................................... SAE 50
  Below 50°F (10°C) .................................................. SAE 30 or 10W30
Total Oil Capacity ....................................................... 8 Qts. (7.57 Liters)
Oil Filter ................................................................. Full Flow

PROPELLER

Number ........................................................................ 1
Manufacturer ................................................................. Hartzell
Model Number ............................................................. PHC-J3YF/F7693DF(B)-2
Number of Blades ......................................................... 3
Diameter (Max.) ......................................................... 76 in.
  (Min.) ................................................................. 75 in.
Type ................................................................. Constant Speed
Governor Model (McCaulay) ......................................... Hydraulically Controlled by Engine Oil
Blade Angles @ 30.0 inch radius
  Low ................................................................. 16.5 ± 0.2 degrees
  High ................................................................. 38.0 ± 1.0 degrees

MAXIMUM CERTIFIED WEIGHT M20R & M20S

Gross Weight .............................................................. 3368 Lbs. (1528 Kg)
Maximum Landing Weight ........................................ 3200 Lbs. (1452 Kg)
Baggage Area ............................................................. 120 Lbs. (54.4 Kg)
Rear Storage ............................................................... 10 Lbs. (4.5 Kg)
Cargo (Rear Seat Folded Down) .................................. 340 Lbs. (154.2 Kg)
SECTION II - LIMITATIONS

NOISE LIMITS

The certification noise level for the M20R and M20S modified in accordance with STC SA02193CH is 83.5 db(A). No determination has been made by the Federal Aviation Administration that the noise levels of this airplane are or should be acceptable or unacceptable for operation at, into, or out of, any airport.

POWER PLANT LIMITATIONS

Propeller Manufacturer ........................................................... Hartzell
Propeller Hub/Blade Model Number ................................. PHC-J3YF-1RF/F7693DF(B)-2
Number of Blades ................................................................. 3
Propeller Diameter: Hartzell
  Min ................................................................. 75 in.
  Max ................................................................. 76 in.

Engine Operating Limits for Takeoff and Continuous Operations:
  • Green Arc - Normal Operating Range ....................... 2200 - 2699 RPM
  • Red Line - Maximum Limit ...................................... 2700 RPM
  • Maximum Continuous Power ...................................... 310 BHP

Fuel @ max power ................................................................. 150 / 160 Lbs/Hr
Propeller Operating Limits (Hartzell) ................................. 2700 RPM

NOTE:

Engine modification in accordance with STC SE02930AT.

No other changes
SECTION III – EMERGENCY PROCEDURES

GLIDE

The Hartzell propeller increases descent rate and decreases glide distance approximately 7%. When computing glide distances with the Hartzell propeller installed, **SUBTRACT** 7% to ground distance taken from the “MAXIMUM GLIDE DISTANCE MODEL M20R, M20S & M20U” charts.

PROPELLER OVERSPEED

Throttle .................. AS REQUIRED to maintain RPM below 2700 RPM

SECTION IV – NORMAL PROCEDURES

Takeoff:
Power ................................................................. Full Throttle - 2700 RPM

Climb (Cruise):
Power ................................................................. 2550 RPM
Manifold Pressure ..................................................... 24 Inches Hg.

Climb (Best Rate) Vy:
Power ................................................................. Full Throttle / 2700 RPM
Airspeed ................................................................. 105 KIAS

Climb (Best Angle) Vx:
Power ................................................................. Full Throttle / 2700 RPM
Airspeed, Takeoff Speed at 50 Ft ........................................... 75 KIAS

NOTE:
Engine modification in accordance with STC SE02930AT.

SECTION V – PERFORMANCE

Performance with the Hartzell three-blade PHC-J3YF-1RF/F7693DF(B)-2 propeller installed is as follows:

Takeoff Distance:
- Equal to or no less than AFM data

Time - Fuel - Distance to Climb:
- Equal to or no less than AFM data

100% Climb Performance:
- Use M20R, M20S & M20U chart for STC SA02193CH, page 7
FULL THROTTLE, 2700 RPM, 105 KIAS, GEAR UP, FLAPS UP

-Caution-
Higher power settings than those shown will result in an increase in fuel flows. Power settings, fuel consumption, and endurance range should be computed using the M20R performance charts. Higher power settings of the M20R will result in an increased fuel consumption causing a reduction in endurance time.
 SECTION VI – WEIGHT AND BALANCE
The three-blade Hartzell propeller is approximately 11 pounds heavier than the two-blade Mc-Cauley. The STC installation instructions contain information for revising the aircraft weight and balance data.

SECTION VII – AIRPLANE AND SYSTEM DESCRIPTION
PROPELLER
The propeller is a three-blade, 76-inch, constant-speed unit that features aluminum blades in an aluminum hub. The spinner is fabricated from aluminum alloy. A more detailed description is found in Hartzell Manual 115N (Propeller Owner Manual).

SECTION VIII – HANDLING AND SERVICING
Routine propeller servicing is described in the latest revision of Hartzell Manual 115M (Propeller Owner Manual) provided with the propeller.

ENGINE MAINTENANCE
Refer to the following sections of TCM Maintenance Manual [Models IO-550-A,-B,-C,-G,-N,-P,-R] X30634A dated April 2001 and approved supplements for maintenance of the modified IO-550-G-PL engine as related to the power sections, induction system, fuel injection system, and ignition system

NOTE:
The fuel injection system as used on the modified IO-550-G-AP model is the same as used on the IO-550-N model and therefore is to be set up and adjusted to the values and settings published for the IO-550-N fuel system. See also TCM SID97-3E (or latest FAA approved revision) Procedures & Specs for Adjustment of TCM Continuous Flow Fuel Injection Systems for IO-550-N fuel system setup and adjustment procedure.

Aircraft modified by STC SA02193CH meets or exceeds data presented.

SECTION IX – SUPPLEMENTAL DATA
Add this supplement to this Section

SECTION X – SAFETY TIPS
No changes to Section X.